It is strongly recommended that the storm trysail 

** 3.05.3 when launched prior to January 2014, possible have each escape hatch in compliance with the dimensions in OSR 3.07.2(a)(ii); 

** 3.05.4 It is strongly recommended that the storm trysail in compliance with the dimensions in OSR 3.07.2(a)(ii); 

** 3.05.5 when launched prior to January 2014, possible have each escape hatch in compliance with the dimensions in OSR 3.07.2(a)(ii).

** 3.05.6 It is strongly recommended that one compartment, accessible to a person standing on the main deck or coachroof, or a permaniently installed stay on which to hank the trysail.

** 3.06.1 when launched prior to January 2014, possible have each escape hatch in compliance with the dimensions in OSR 3.07.2(a)(ii).

** 3.06.2 It is strongly recommended that a compartment, accessible to a person standing on the main deck or coachroof, or a permanently installed stay on which to hank the trysail.

** 3.06.3 when launched prior to January 2014, possible have each escape hatch in compliance with the dimensions in OSR 3.07.2(a)(ii).

** 3.06.4 It is strongly recommended that a compartment, accessible to a person standing on the main deck or coachroof, or a permanently installed stay on which to hank the trysail.

** 3.06.5 when launched prior to January 2014, possible have each escape hatch in compliance with the dimensions in OSR 3.07.2(a)(ii).

** 3.06.6 It is strongly recommended that a compartment, accessible to a person standing on the main deck or coachroof, or a permanently installed stay on which to hank the trysail.

** 3.06.7 when launched prior to January 2014, possible have each escape hatch in compliance with the dimensions in OSR 3.07.2(a)(ii).

** 3.06.8 It is strongly recommended that a compartment, accessible to a person standing on the main deck or coachroof, or a permanently installed stay on which to hank the trysail.

** 3.06.9 when launched prior to January 2014, possible have each escape hatch in compliance with the dimensions in OSR 3.07.2(a)(ii).

** 3.06.10 It is strongly recommended that a compartment, accessible to a person standing on the main deck or coachroof, or a permanently installed stay on which to hank the trysail.

** 3.06.11 when launched prior to January 2014, possible have each escape hatch in compliance with the dimensions in OSR 3.07.2(a)(ii).

** 3.06.12 It is strongly recommended that a compartment, accessible to a person standing on the main deck or coachroof, or a permanently installed stay on which to hank the trysail.

** 3.06.13 when launched prior to January 2014, possible have each escape hatch in compliance with the dimensions in OSR 3.07.2(a)(ii).

** 3.06.14 It is strongly recommended that a compartment, accessible to a person standing on the main deck or coachroof, or a permanently installed stay on which to hank the trysail.

** 3.06.15 when launched prior to January 2014, possible have each escape hatch in compliance with the dimensions in OSR 3.07.2(a)(ii).

** 3.06.16 It is strongly recommended that a compartment, accessible to a person standing on the main deck or coachroof, or a permanently installed stay on which to hank the trysail.

** 3.06.17 when launched prior to January 2014, possible have each escape hatch in compliance with the dimensions in OSR 3.07.2(a)(ii).

** 3.06.18 It is strongly recommended that a compartment, accessible to a person standing on the main deck or coachroof, or a permanently installed stay on which to hank the trysail.

** 3.06.19 when launched prior to January 2014, possible have each escape hatch in compliance with the dimensions in OSR 3.07.2(a)(ii).

** 3.06.20 It is strongly recommended that a compartment, accessible to a person standing on the main deck or coachroof, or a permanently installed stay on which to hank the trysail.

** 3.06.21 when launched prior to January 2014, possible have each escape hatch in compliance with the dimensions in OSR 3.07.2(a)(ii).

** 3.06.22 It is strongly recommended that a compartment, accessible to a person standing on the main deck or coachroof, or a permanently installed stay on which to hank the trysail.

** 3.06.23 when launched prior to January 2014, possible have each escape hatch in compliance with the dimensions in OSR 3.07.2(a)(ii).

** 3.06.24 It is strongly recommended that a compartment, accessible to a person standing on the main deck or coachroof, or a permanently installed stay on which to hank the trysail.

** 3.06.25 when launched prior to January 2014, possible have each escape hatch in compliance with the dimensions in OSR 3.07.2(a)(ii).

** 3.06.26 It is strongly recommended that a compartment, accessible to a person standing on the main deck or coachroof, or a permanently installed stay on which to hank the trysail.

** 3.06.27 when launched prior to January 2014, possible have each escape hatch in compliance with the dimensions in OSR 3.07.2(a)(ii).

** 3.06.28 It is strongly recommended that a compartment, accessible to a person standing on the main deck or coachroof, or a permanently installed stay on which to hank the trysail.

** 3.06.29 when launched prior to January 2014, possible have each escape hatch in compliance with the dimensions in OSR 3.07.2(a)(ii).

** 3.06.30 It is strongly recommended that a compartment, accessible to a person standing on the main deck or coachroof, or a permanently installed stay on which to hank the trysail.

** 3.06.31 when launched prior to January 2014, possible have each escape hatch in compliance with the dimensions in OSR 3.07.2(a)(ii).

** 3.06.32 It is strongly recommended that a compartment, accessible to a person standing on the main deck or coachroof, or a permanently installed stay on which to hank the trysail.

** 3.06.33 when launched prior to January 2014, possible have each escape hatch in compliance with the dimensions in OSR 3.07.2(a)(ii).

** 3.06.34 It is strongly recommended that a compartment, accessible to a person standing on the main deck or coachroof, or a permanently installed stay on which to hank the trysail.

** 3.06.35 when launched prior to January 2014, possible have each escape hatch in compliance with the dimensions in OSR 3.07.2(a)(ii).

** 3.06.36 It is strongly recommended that a compartment, accessible to a person standing on the main deck or coachroof, or a permanently installed stay on which to hank the trysail.

** 3.06.37 when launched prior to January 2014, possible have each escape hatch in compliance with the dimensions in OSR 3.07.2(a)(ii).

** 3.06.38 It is strongly recommended that a compartment, accessible to a person standing on the main deck or coachroof, or a permanently installed stay on which to hank the trysail.

** 3.06.39 when launched prior to January 2014, possible have each escape hatch in compliance with the dimensions in OSR 3.07.2(a)(ii).

** 3.06.40 It is strongly recommended that a compartment, accessible to a person standing on the main deck or coachroof, or a permanently installed stay on which to hank the trysail.

** 3.06.41 when launched prior to January 2014, possible have each escape hatch in compliance with the dimensions in OSR 3.07.2(a)(ii).

** 3.06.42 It is strongly recommended that a compartment, accessible to a person standing on the main deck or coachroof, or a permanently installed stay on which to hank the trysail.

** 3.06.43 when launched prior to January 2014, possible have each escape hatch in compliance with the dimensions in OSR 3.07.2(a)(ii).

** 3.06.44 It is strongly recommended that a compartment, accessible to a person standing on the main deck or coachroof, or a permanently installed stay on which to hank the trysail.

** 3.06.45 when launched prior to January 2014, possible have each escape hatch in compliance with the dimensions in OSR 3.07.2(a)(ii).

** 3.06.46 It is strongly recommended that a compartment, accessible to a person standing on the main deck or coachroof, or a permanently installed stay on which to hank the trysail.

** 3.06.47 when launched prior to January 2014, possible have each escape hatch in compliance with the dimensions in OSR 3.07.2(a)(ii).

** 3.06.48 It is strongly recommended that a compartment, accessible to a person standing on the main deck or coachroof, or a permanently installed stay on which to hank the trysail.

** 3.06.49 when launched prior to January 2014, possible have each escape hatch in compliance with the dimensions in OSR 3.07.2(a)(ii).

** 3.06.50 It is strongly recommended that a compartment, accessible to a person standing on the main deck or coachroof, or a permanently installed stay on which to hank the trysail.
5.02.2 It is strongly recommended that:

a) static safety lines should be securely fastened at work stations;

b) A harness should be fitted with a crotch strap or thigh straps.

c) To draw attention to wear and damage, stitching on harness and safety lines should be of a colour contrasting strongly with the surrounding material;

d) snap hooks should be of a type which will not self-release from a U-bolt (see OSR 5.02.1(a)), and which can be easily released under load (crew members are reminded that a personal knife may then become a safety line in emergency);

e) a crew member before a race should adjust a harness to fit then retain that harness for the duration of the race.

5.02.6 Warning - a safety line and safety harness are not designed to tow a person in the water and it is important that the shortest safety line length possible be used with a harness to minimise or eliminate the risk of a person's torso becoming immersed in water outside the boat, especially when working on the foredeck. A safety line or the snap hook on a 2m line should be used for this purpose. The diligent use of a properly adjusted safety harness and the shortest safety line practicable is regarded as by far the most effective way of preventing man overboard accidents.

5.04 Foul Weather Suits

b) It is recommended that a foul weather suit should be fitted with marine-grade retro-reflective material, and should have high-visibility colours on its upper parts and sleeve cuffs. See OSR 4.18

5.07 Survival Equipment

d) Attention is drawn to the value of keeping on the person a combined 406MHz/121.5MHz PLB when on deck: this may aid location in a man overboard incident independent of the equipment carried by the parent vessel.

5.07.2 It is strongly recommended that an immersion suit should be supplied to each crew member in a multihull in conditions where there is a potential for hypothermia.

SECTION 6 - TRAINING

6.01.3 It is strongly recommended that all crew members should undertake training as in OSR 6.01 at least once every five years.

6.04 Routine Training On-Board

2016 changes

APPENDICES 2016

APPENDICES 2015

Appendix A Moveable and Variable Ballast

Appendix B For Inshore Racing

Appendix C For Inshore Sailing

Appendix D A guide to ISO and other Standards

Appendix E World Sailing Code for the organisation of Oceanic Races

Appendix F Standard Inspection Card

Appendix G Model Training Course

Appendix H Model First Aid Training Course

Appendix I hypothermia

Appendix J hypothermia

Appendix K Draperies and sea anchors

Appendix L Moveable and variable ballast

Appendix M Hull Construction Standards

Appendix N Model First Aid Training Course

Deleted

Moved to App D

Moved to App F

Moved to App J

Moved to App G

Moved to App E

Moved to App A

Moved to App C

Moved to OSR 3.03

Moved to OSR 3.08

Moved to App H